

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Microfilm Publication M939

GENERAL CORRESPONDENCE OF THE
ALASKAN TERRITORIAL GOVERNOR
1909-1958

Roll 38

General Correspondence
1916

File headings 30-46



THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION

WASHINGTON: 1973

January 6, 1916

36

Mr. James Fish, Secretary,
Valdez Commercial Association,
Valdez, Alaska

Dear Sir:

The receipt is acknowledged of a copy of the resolutions adopted by the Valdez Commercial Association on December 6, with respect to an appropriation, by the Congress, of \$410,000 for the improvement of the Valdez-Fairbanks road, during the current year.

In reply I have to advise you that it will afford me much pleasure to render such aid as I can toward securing this appropriation, which I believe to be most necessary for the further improvement of the Valdez-Fairbanks road, and the development of the territory through which it passes.

I am,

Faithfully yours,

Governor

Valdez, Alaska, Dec. 7, 1915

RECEIVED
ANSWERED

36

The Governor of Alaska,
Juneau, Alaska.

Dear Sir:

At a meeting of the Valdez Commercial Association held yesterday evening, the following resolutions were unanimously adopted.

RESOLVED: That the Valdez Commercial Association respectfully requests Congress to appropriate \$400,000 for improvement of the Valdez-Fairbanks road in the year 1916.

During the eleven years of its existence the Alaska Road Commission has constructed an extensive system of roads and trails in Alaska, all of which have been highly useful in aiding the development of the territory and in reducing the cost of transportation of all kinds.

The road from Valdez to Fairbanks, 370 miles in length, connecting the seacoast with the Tanana valley, is the most important achievement of the Road Commission. Work began on this road in 1906. The route then lay through a wilderness. Much of the construction has been difficult and expensive and has required great engineering and mechanical skill. In 1913, automobiles first ran over the entire length of this road. Further improvements enabled stage automobiles to operate over it throughout the summer of 1915. A considerable tonnage of freight is also carried over the road both summer and winter.

The Valdez Commercial Association desires to record its appreciation of the services of the Alaska Road Commission. The work of the commission has been characterized by intelligence and fidelity from the beginning. Credit for this is largely due to Col. Richardson, who as president and executive head of the Commission since it was created, has had general direction of its business, but recognition should also be given to numerous able assistants. Col. Richardson and the Commission are responsible for the construction of the road.

... respectfully requests ... appropriate
\$40,000 for improvement of the Valdez Fairbanks road
in the year 1916.

During the eleven years of its existence the Alaska Road Commission has constructed an extensive system of roads and trails in Alaska, all of which have been highly useful in aiding the development of the territory and in reducing the cost of transportation of all kinds.

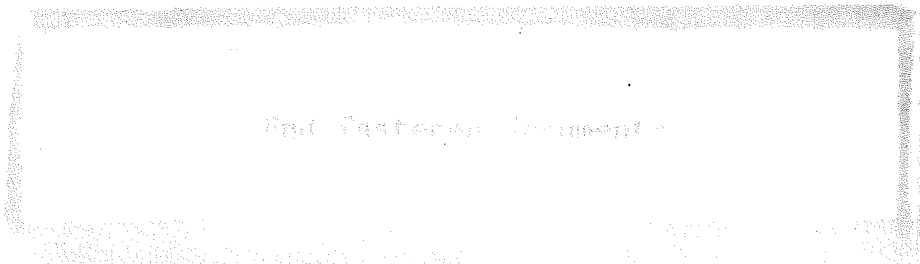
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RESOLVED: That a copy of these resolutions be forwarded to the Secretary of War, Col. Richardson, the Governor of Alaska, and the Delegate to Congress from Alaska.

Very respectfully

James D. Dish
Secretary



December 27, 1916

38

Messrs. A. J. Davis, C. L. Willoughby, et al,

Katalla, Alaska

Gentlemen:

The receipt is acknowledged of your letter of December 11, in which you state that the good people of Katalla are sending a petition to the District Forester, Portland, Ore., asking that a sum of money be set aside under the act approved July 11, 1916, for the building of roads in states and territories; and you also state that you are enclosing a copy of the petition for my further enlightenment as to your need.

In reply I have to advise that a copy of the petition was enclosed with your letter and, therefore, if you will forward to me such copy so that I may be informed as to the exact nature of your request, I shall do everything within my power to assist you in the matter. Upon receipt of a copy of your petition, I will endorse it and write the necessary letter to the District Forester at Portland.

Permit me to extend to you the compliments of the season; and expressing the hope that the new year will bring great prosperity to your town and section, I am,

Cordially yours,

Governor

Katalla, Alaska, Dec. 11, 1916.

J. F. A. Strong,
Governor of Alaska,
Juneau, Alaska.

RECEIVED
DEC 11 1916
U.S. DEPT. OF AGRICULTURE
FOREST SERVICE

~~4~~
3

Dear Major Strong:

We, of Katalla, are sending a petition to the District Forester at Portland, Oregon, asking that a sum of money be set aside, under the Act approved July 11th, 1916, for the building of roads in the States and Territories.

Katalla has never asked for nor received assistance from Uncle Sam before, but now we do need help in building three and one-half miles of road to connect Katalla with the old English Company's wagon road, which now terminates at the oil wells.

We are enclosing a copy of our petition, which will further enlighten you as to our needs. We need a friend at court, and as you are familiar with our section of the country and know just how essential this road is, we all earnestly ask that you use your influence to help us get the required appropriation.

Respectfully,

A. Davis
C. S. Willoughby
Chas. W. ...
...

C. K. ...
...
Peter L. ...
...

This letter

November 24, 1916

38

Mr. Andrew Berg, et al.

Kenai, Alaska

Gentlemen:

I beg to acknowledge receipt of a petition signed by a number of residents of Kenai, addressed to the District Forester of the United States Forest Service, Portland, Oregon, asking that a wagonroad be built from mile 29 on the government railroad to Kenai, on Cook Inlet.

In reply I have to advise you that, in a former communication to the District Forester, it was my pleasure to recommend the building of this road.

Permit me to express the hope that a sufficient appropriation will be made to enable the people of your section to reach the railroad with some degree of comfort.

I am,

Yours very truly,

Governor

To the District Forester
United States Forest Service
Portland, Oregon.

GOVERNMENT OFFICE
RECEIVED
MAY 18 1916
ANSWERED

Dear Sir:

We the undersigned, residents of Kenai, Alaska (Chugach National Forest Reserve) respectfully submit the following:

That a wagon road be built from Mile 29 on the Government Railroad to Kenai Post Office on Cook Inlet.

Such a road would be a great boom to Kenai and the surrounding district in which there a number of homesteads located, who are very much handicapped for the want of Roads to bring in supplies and market their produce.

There are thousands of acres of good land adjacent to the proposed road which can be brought under successful cultivation with proper roads for transportation. This road would also facilitate mails, whereas under the present condition it takes from three weeks to two months to get an answer from a letter to Seward. It also would improve travel, as at present people have to wait days and weeks to catch boats from Kenai to the outside world, all of which, court officers of Seward and Valdez can confirm.

Andrew Berg	H. G. Singer
Geo. H. Christensen	Alex. Demidoff
Ally P. Ryan	N. A. Caliporinsky
Paul Wilson	William Averhoff
Walter Anderson	Walter Kotoff
Jens Juliusen	Rev. Paul Shadura
St. Boutwell	
J. P. Kalniny	Roy Torseth
an J. Hunter	Joe Larkin
H. H. Young	Philip Wilson
F. J. Brian	George Miller
Dr. J. J. ...	Dr. J. J. ...

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
DISTRICT 6

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO :

O
Roads
Federal Aid
Road Act,
Alaska.

BECK BUILDING
PORTLAND, OREGON

October 31, 1916.

GOVERNOR'S OFFICE,
RECEIVED
NOV 7 1916
ANSWERED

Hon. J. F. A. Strong,
Governor of Territory of Alaska,
Juneau, Alaska.

Dear Sir:

Your letter of October 14, regarding the road from the present Moose Pass Road to the town of Kenai on Cook Inlet, has been received.

This office has received various communications with regard to the need for a road in this locality and will give every consideration to these requests. As soon as a workable plan for cooperation in the financing and construction of this road has been determined, this office will be in a position to make recommendation to the Forester as to the order in which projects are to be constructed.

Very truly yours,

M. J. Basil

District Forester.

October 14, 1916

The District Forester,
United States Forest Service,
Portland, Oregon

Dear Sir:

I am advised that the Chamber of Commerce of Seward, Alaska, has brought to your attention the urgent need of certain roads and trails on the Kenai Peninsula and within the Chugach National Forest, and in order that this need may be met, in a measure at least, request has been made for aid as provided in the Federal aid road act approved in 1912. I am further advised that the Seward Chamber of Commerce desires first, a trail and eventually a wagon road down Quartz Creek, connecting the present Moose Passroad with Kenai Lake; and, second, a trail along the north shore of Kenai Lake, from the proposed road at the mouth of Quartz Creek referred to above, down the north side of Kenai River to Skilak lake, with bridges at Russian River and Stetler's ranch, and a continuance of the trail along the north side of Skilak Lake and down the Kenai River to Moose River and from there southwest to the town of Kenai on Cook Inlet.

In support of the above request of the Seward Chamber of Commerce, I desire to state that I am somewhat familiar with the conditions on Kenai Peninsula, and I believe that, if it is possible for you to recommend a certain amount of money to be used for the above purposes, it will be of vast benefit to the people now resident along the proposed roads and trails, and will be a great aid in the development of the agricultural and other resources of that territory.

I am,

Yours very truly,

Governor

October 14, 1916

28

Mr. Leon C. Hooker Secretary,

Seward Chamber of Commerce,

Seward, Alaska

Dear Sir:

I beg to acknowledge receipt of your letter of October 7, together with a copy of a letter from the Seward Chamber of Commerce, addressed to the District Forester, Portland, Oregon, with reference to the urgent need of certain roads and trails on the Kenai Peninsula and within the Chugach National Forest; and for which you ask my endorsement.

In reply I have to advise you that it will afford me much pleasure to endorse the project, as detailed in your letter to the District Forester. I shall, accordingly, forward an endorsement to the District Forester at Portland.

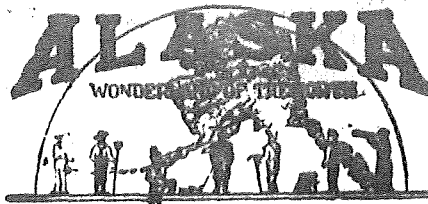
I am

Yours very truly,

Governor

OFFICERS

LEON C. BOOKER, PRESIDENT
 LEON URBACH, VICE PRESIDENT
 WARD JAMES, SECRETARY
 W. P. HENRY, TREASURER



DIRECTORS

JOHN NOON, HUGH DOUGHERTY, FRANK L. TORREY
 PUBLICITY COMMITTEE: E. O. SAWYER, JR., C. T. DAGGETT, R. G. CHAMBERS
 C. S. PATTON, CHAIRMAN RECEPTION COMMITTEE.

Seward Chamber of Commerce



SEWARD, ALASKA

Oct. 2, 1916.

Copy

District Forester,
 U.S. Forest Service,
 Portland, Oregon.

Dear Sir, -

At a special meeting of the Seward Chamber of Commerce held here last night, the urgent need of certain roads and trails on the Kenai Peninsula and within the Chugach National Forest was unanimously expressed, and it was decided to take the proper steps to obtain these as provided in the Federal Aid Road Act passed in July this year. The following plan for the coming year is recommended after careful investigation, -

First. A trail, and eventually a wagon road, down Quartz Creek connecting the present Moose Pass Road with Kenai Lake.

Second. A trail along the north shore of Kenai Lake from the proposed road at the mouth of Quartz Creek, referred to above, down the north side of Kenai River to Skilak Lake with bridges at Russian River and Stetler's Ranch; continuance of the trail along the north side of Skilak Lake and down the Kenai River to Moose River and from there straight west to the town of Kenai on Cook's Inlet.

SEWARD, ALASKA

Oct. 2, 1916.

District Forester,
U.S. Forest Service,
Portland, Oregon.

Copy

Dear Sir, -

At a special meeting of the Seward Chamber of Commerce held here last night, the urgent need of certain roads and trails on the Kenai Peninsula and within the Chugach National Forest was unanimously expressed, and it was decided to take the proper steps to obtain these as provided in the Federal Aid Road Act passed in July this year. The following plan for the coming year is recommended after careful investigation, -

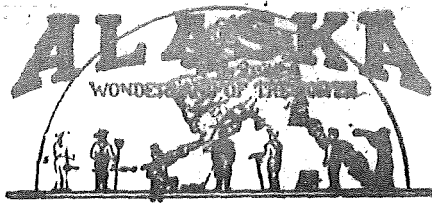
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At present the settlers who have homesteaded land at the mouth of Quartz Creek are cut off from any market or communication with the outside world. Now that the Alaskan Road Commission are finishing an excellent wagon road from Seward to Mile 29, it is

OFFICERS

LEON C. BOOKER, PRESIDENT
LEON URBACH, VICE PRESIDENT
WARD JAMES, SECRETARY
W. P. HENRY, TREASURER



DIRECTORS
JOHN NOON, HUGH DOUGHERTY, FRANK
TORREY
PUBLICITY COMMITTEE: E. O. SAWYER, JR.
C. T. DAGGETT, R. G. CHAMBERS
C. S. PATTON, CHAIRMAN RECEPTION COM
MITTEE.

Seward Chamber of Commerce



#2.

SEWARD, ALASKA

An easy matter to give these homesteaders a road down Quartz Creek connecting with the wagon road at Mile 29.

The Town of Kenai is cut off from the world from all communication whatsoever during the months that boats cannot go up Cook's Inlet. During the winter months they can get no mail except that which some lone musher who happens in, carries gratuitously. A trail down to Kenai would offer a mail route which alone would warrant its building.

We respectfully petition that this work be given immediate attention by your department.

Respectfully,

SEWARD CHAMBER OF COMMERCE.

Leon Urbach
Secretary.

Sept. 25, 1916

The District Forester,
United States Forest Service,
Portland, Oregon

Dear Sir:

I am advised that the Chamber of Commerce of Cordova, Alaska, has applied to you, under the terms of section 3, of the Federal aid road act approved July 11, 1916, for the construction of a road from Old Town, Cordova, to Eyak Lake, the project eventually, if funds permit, to encircle that body of water. As I am somewhat familiar with Eyak Lake and Cordova, I desire to state that, in my belief, the project would be of almost incalculable value to the people of Cordova and that section, and I have to urge your consideration of the request made by the Cordova Chamber of Commerce. While there are many other worthy projects of this kind all over Alaska, I believe this is one which should receive early consideration.

I am,

Yours very truly,

Governor

Copy to

Sept. 25, 1916

Mr. Edward F. Medley, Secretary,
Cordova Chamber of Commerce,
Cordova, Alaska

Dear Sir:

I beg to acknowledge receipt of your letter of September 13, together with a copy of a letter addressed by your Chamber to the District Forester of the United States Forest Service, Portland, Oregon, with reference to securing of an appropriation from the apportionment to the Tongass and Chugach National Forests for the fiscal year 1917, for the purpose of improving the road from Cordova to Lake Eyak, of which you ask my endorsement.

In reply I have to advise you that I believe the project mentioned in your letter is meritorious, and it will afford me much pleasure to recommend its consideration by the District Forester.

Yours very truly,

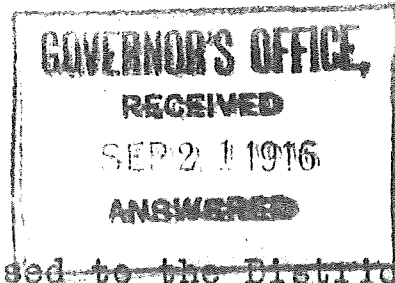
Governor

Cordova Chamber of Commerce

Cordova, Alaska

Sept. 18, 1916, A

Hon. J. F. A. Strong,
Governor of Alaska,
Juneau, Alaska.



Sir:

The enclosed copy of letter addressed ~~to the District~~ Forester of the U.S. Forest Service at Portland, Oregon, is self-explanatory. Under the terms of the Federal Aid Road Act of July 11, 1916, congress has appropriated 10 million dollars for the construction and maintenance of National Forest roads and trails available at the rate of 1 million dollars a year. I am informed that the apportionment to the Tongass and Chugach Forest in Alaska for this fiscal year amounts to \$46,280 d. So the Chamber of Commerce of Cordova is very hopeful that from this fund work may be undertaken by the engineers of the Department on the proposed Lake Eyak project. The Chamber will appreciate your endorsement and respectfully suggests that you forward the request to the District Forester of the Forest Service at Portland, Oregon, where it is understood the applications must be filed. With many thanks for your courtesy,

Very truly yours,

Edward F. Medley
Secretary,